

The Wilmington Journal must pardon us for again correcting its propensity to magnify the cost of our Coal Fields railroad. It says: "We know that the contract with Silas Seymour & Co., was for \$784,000, but we know, also, that to enable the road to do any business in the coal carrying way, the additional expenditure we have named was contemplated, and stated so to be by the President of the Road. Without referring to our report made at that time, we know that in this matter we are correct."

Now we would like to know, who ever heard of an expenditure of \$500,000 for outfit for a railroad which only cost \$784,000? The idea is ridiculous. And we venture to say, (in the absence of the President of the Road) that he never made such an estimate.

The Engineer's estimate of buildings, locomotives, freight and passenger cars, &c., was \$110,550. And that amount the President doubtless stated, if he stated anything on the subject.

Fayetteville Observer, 15th inst.

We don't like to copy from our own paper, but we are forced to do so by the above accusation of the Observer. We have no propensity to magnify the cost of the Coal Fields Railroad. On the evening of the last Thursday in February last, a meeting was held in the Commissioners' Hall in this place, for the purpose of meeting and conferring with a delegation on behalf of the Road from Fayetteville to the Coal Mines. We attended that meeting and our best to arrive at the facts of the case, as stated by Mr. Mallett, the President of that Road. We compared our notes with those taken by others, to be sure that we had arrived at a correct understanding, and we published a report based on that understanding. We have not a file of the other town papers of the same dates, but recollect that their report and ours coincided in all essential particulars. We give our report made at the time; a report, the accuracy of which was not then, nor subsequently called in question, until the Observer comes out now.

[From the Daily Journal, March 1st, 1856.  
The Western Railroad.

On Thursday evening we attended the meeting held at the Commissioners' Hall on the occasion of the visit to our town of the delegation on behalf of the Road from Fayetteville to the Coal Mines. We could not give "material aid," but we felt an interest in the matter in hand, and a desire to be fully informed in regard to the actual state and progress of the work. The attendance of those who could give such aid was full.

C. B. Mallett, Esq., the President of the Company being introduced by the Chairman, gave a statement of the actual position of things. He spoke of the difficulties and struggles of the Company from the first, and announced that actual operations had at length been commenced. During the summer of last year a contract had been made with Silas Seymour & Co., of New York, to complete the road, ready for the rolling stock at the rate of \$18,250 per mile, at which rate the whole cost would be some \$784,000, to be paid in the following manner:—\$300,000 in bonds of the Company, \$400,000 in cash, and \$84,000 to be taken by the contractors in stock. To meet the cash payment, there was \$100,000 in Fayetteville bonds, and about \$125,000 in individual subscriptions, which it was understood, would be raised in \$150,000. The balance of \$150,000 would be raised to secure the construction of the road. To stock the road fully would require a considerable additional amount, say not much under \$350,000, although it could go into operation with much less—say one half of that sum, or even one third. But it is fair to presume that to finish and fully equip the road for the prompt transaction of the heavy business anticipated for it, an additional amount of half a million will be required. The road is to be forty-two or forty-three miles in length.

AND AGAIN—Is there a Fillmore party in Pennsylvania, and if so, where is it? Where does it stand? How does it stand? Two faithless men elected as Democrats were, to use the language of the New York Tribune, "secured," and thus the combined opposition in the Pennsylvania Legislature were enabled to elect Simon Cameron to the United States Senate. Now who and what is Simon Cameron? Let us see:

The New York Tribune says:—  
Gen. Cameron is a veteran politician, with whom we have not agreed so well politically in past years as we hope to do hereafter. In the late canvass, he was openly and ardently for Fremont throughout, and we could not in his devotion to the principles of Free Labor and Free Soil. He has already served with distinction a full term in the Senate.

The New York Courier and Enquirer says:—  
Again, an important change has been made (in the Senate) by the election of Hon. Simon Cameron in Pennsylvania, in the place of Hon. Richard Brodhead. There has been no more thorough-paced Democrat pro-slavery partisan in the body than the present Senator; and the man who succeeds him was one of the foremost Republican leaders in the State through the late Presidential canvass.

General Simon Cameron then is old political trickster, in whose honesty no man can confide. He is a loud mouthed Fremont-Abolitionist, and one of the prominent leaders of that party in Pennsylvania.—It is said that there is a Fillmore "American" party in the Pennsylvania Legislature. Where was their conservatism and "nationality," that not a single vote was found to raise a dissenting voice or poll a dissenting vote against the election of this Fremont Republican?

Who is the defeated candidate? Say what you will against Colonel Forney, this much is certain, that no man at the North, of the same age, has done as much to stem the tide of sectional fanaticism. We have watched his course as an editor and as a public speaker, and never in one single instance, by word or act, has he been unfaithful to the constitutional rights of the South. This, at least, the South ought to appreciate. Imputations are cast upon his private character, but this is also certain, that after four years' service as Clerk of the House, in which capacity, millions of money had passed through his hands, he was able the next day after vacating office, to turn over his accounts to his successor correct to the fraction—so strictly and absolutely correct as to be the theme of praise by the press of all parties.—There is another matter which is, or ought to be, fresh in the memories of all, and in regard to which the New York Tribune does Col. Forney but simple justice, when it says:—  
"It gives us pleasure at this time to remember and attest that through the long and trying contest for Speaker of the present House, Colonel Forney presided over the disorganized, anarchical, often tumultuous assembly, with eminent dignity, ability, and strict impartiality. His position for eight years was one of the most trying he ever observed, and he met his responsibilities with unwavering fidelity."

Such things show whether Col. Forney be deficient in honesty and personal dignity, as has been charged. That the abolition press of the North should indulge in jubilant howlings over his defeat, was to have been expected, but how Southern papers of any party can rejoice over that defeat effected, as it has been by a notorious Fremont Republican, is more than we can understand.

It is said that Mr. Villers has declined the appointment of British Minister to the United States, and that the Earl of Elgin, formerly Governor General of Canada is to be chosen to the post. This appointment, would, we think, be a very satisfactory one.

A man in England named Martin, pours molten iron into a hollow shot, and fires the shot out of a cannon. Upon striking, it bursts up and scatters the fiery liquid all around, setting fire to wood, crumbling granite, and causing serious inconvenience to men. It is an ugly contrivance.

The Coal Mine Railroad, and Other Matters.  
The report of our Raleigh correspondent gives the proceedings of the Legislature yesterday up to the hour for recess. A friend just arrived from Raleigh, gives us the further information, that during the afternoon session the vote was taken on Mr. Shepherd's bill for the above work, and it was rejected by a vote of 52 yeas to 57 nays. At least, we think these were the numbers. At any rate, the majority against it was about five.

The speech made by Mr. Shepherd, in advocacy of the measure, is spoken of as being a very able effort.

As yet, we can say nothing in regard to the prospects of the Cape Fear and Deep River Improvement. We can yet form no opinion in regard to it, nor can we infer anything one way or the other from the vote on the Railroad bill.

We notice now—perhaps we ought to have noticed sooner—the most extraordinary movement for constitutional amendment that has ever been brought up, especially by an Eastern man. We allude to that brought up by Mr. A. J. Jones, Senator from Bladen and Brunswick. The proposal is to lay the whole poll tax of the State on negro property and exempt whites.

It is the policy of the South to offer inducements for the more general diffusion of negro property—to make it the interest of every man, if possible, to obtain an interest in such property, and thus strengthen the institution. Certainly no Southern man who looks to the existing state of things can doubt that this is the true policy. But this movement to discriminate against negro property is directly opposed to such policy—directly restrictive of such diffusion of negro property—directly antagonistic to the interest of the sections or parts of the State interested in this property. There are counties in the West which now pay less into the State Treasury than they get out of the School Fund. They have hardly any slaves, and if their white polls are exempted, will pay still less, while those which now pay in excess will pay still more.—Daily Journal, 17th inst.

Mr. L. J. said that owing to Mrs. Pierce's health, the Legislature contemplates a visit to Havana immediately after the close of its official term.

Under these circumstances, it may not consist with his wishes or arrangements to receive any public attentions during his journey through the Southern States; but surely every mark of respect and appreciation is due from the people of the South to one who has been so emphatically the President of the whole country—who has thrown himself into the breach with such self-sacrificing devotion to the constitutional rights of all sections—who has met trying responsibilities with firmness, and done his duty with the most rigid impartiality. Men may differ on matters of party, and men at the South may differ with Franklin Pierce, as partisans, but, as Southern men, they will feel that he has many and strong claims upon their gratitude.

The East River, at New York, is frozen over. The steam ferry boats between New York and Brooklyn, keep up the communication with great difficulty. The cold is unusual, if not unprecedented.

In New Orleans, they dispense with the use of larches, using tree gallinippers instead. A dozen of the latter are said to be equal to six larches.

Dreadful Hurricane at Vera Cruz.  
NEW ORLEANS, Jan. 13.—By the arrival at this port today of the steamer Philadelphia, from Havana, we have highly interesting intelligence from Vera Cruz and the Mexican coast.

It appears that on the 5th ult., a norther set at Vera Cruz and along the coast, which gradually and rapidly increased until it amounted to a terrible hurricane, involving serious destruction to the shipping in port, and an awful destruction of human life.

During its prevalence no less than seven sailing vessels dragged their anchors, and were wrecked between the South-east Fort and Horns. Among these vessels was the brig Nemphur, of New York, which became a total loss. She was owned by Hargous Bros., and insured. Her crew were saved.

The Mexican war steamer Turbide was also wrecked, and one hundred of those on board perished.

The steamship Motzema shared the same fate on the Savanna, and nearly all of her crew were drowned.

The steamship Calhoun, which has been missing for some time, and supposed to have been lost, has been found, and disabled condition at Alvarado. Her passengers came on to this city in the Philadelphia. The Calhoun is repairing at Alvarado.

The steamship Daniel Webster, of New York, from this port for Texas, is reported experienced a severe rather near the mouth of the river, and was driven ashore.

A consignment of \$3,000,000 in specie was expected at Vera Cruz from the city of Mexico on the 21st inst.

Mexican News.  
WASHINGTON, Jan. 15th.—Among those lost by the wreck of the Mexican steamer Turbide were George Chesney and John Walker, engineers, natives of the United States.

The Mexican officers had arrived at Havana, to take possession of the runaway steamer "Democrata," but the crew who were in possession of the steamer, refused to surrender her. De Palermo, the city Treasurer of Havana, who is a defaulter to a large amount, has absconded.

New York, Jan. 15.—The Steamship Emma, from Havre Dec. 28th, has arrived. The whole Swiss crew, heard from, is in a state of defence. An appeal has been made to the women to furnish ambulances for the conveyance of the troops and supplies. The Emperor Napoleon has submitted to the Diet a proposition for amicable arrangements.

National Agricultural Society.  
WASHINGTON, Jan. 15.—The National Agricultural Society have elected Mr. Wilder President; they also elected ex-Vice President from each State, an Executive committee of seven, Mr. B. P. Poore Secretary, and Mr. B. French Treasurer. The next annual exhibition is to be held at Louisville.

Mr. Underwood of Kentucky introduced a resolution relating to the purchase of Mount Vernon for the place of a National Institution for the promotion of Agriculture. The resolution was adopted, and a committee of three appointed to ascertain the terms on which the property can be procured. The committee on agricultural statistics reported in favor of obtaining accurate statistics of the staple productions of the United States and recommending to the Governors of the States and territories to aid in the plan. The report and resolutions were adopted. The merits of the Chinese sugar cane were freely discussed. A resolution was passed that the society, in a body, wait upon and pay their respects to the President of the United States. The society then adjourned till tomorrow.

Congress.  
WASHINGTON, Jan. 15, 1857.—SENATE.—The committee on commerce reported a bill for the protection of steamboats from damage or destruction by fire, providing therein that all wood work shall be removed from the fire rooms and flues, and that the fire rooms shall be protected by iron. The bill if passed is to take effect one year from date of its passage. The revolutionary pension bill was reported and after the transaction of some other business of little importance, the Senate adjourned.

HOUSE.—The House passed the Senate bill relative to foreign coins, and providing for the coinage of new cent pieces. The tariff bill was then taken up, but the discussion that ensued had reference only to the slavery question.

There is a woman's "dress reform" convention in session at Cambridge, New York, one object of which is stated to be "to give down neck dresses." Many folks think them too low, now.

A WITTY BAKER.—The Alexandria Gazette relates the following of the founder of the house of A. Jamieson, in that city: "It used to be an anecdote of the elder Jamieson—a good and worthy gentleman, whom we well remember—that he once made a bet that George the Third had his name in his mouth every day. And sure enough, he turned out that the King, at his luncheon, was talking about the Alexander cracker, with the well-known stamp 'A. Jamieson.'"

From our Raleigh Correspondent.  
NORTH CAROLINA LEGISLATURE.  
WEDNESDAY AFTERNOON SESSION.  
SENATE.—The consideration of the revenue bill was resumed, but none of the sections were materially altered so far as they passed.

At 5 o'clock the Senate adjourned.

HOUSE OF COMMONS.—Several private bills of no public interest were indefinitely postponed.

A bill to amend the law concerning Escheats, was taken up and so amended as to transfer all escheats from the University to the Literary Fund, for the benefit of the Common Schools. The bill then passed its third reading.

A bill to raise the per diem of members of the General Assembly, after some debate, was indefinitely postponed. Yeas 83, nays 22.

The House then adjourned.

RALEIGH, Jan. 15th, 1857.  
SENATE.—Mr. Boyd moved the special order of the day being the bill to amend the act chartering the N. C. Railroad be postponed until tomorrow—Adopted.

Mr. Houston presented a bill and memorial to amend the act incorporating the town of Stricklandville, Duplin County. The rules were suspended, and the bill passed its second and third readings.

Mr. Dillard introduced a bill to change the time for holding the County Courts in Chowan County.—The bill passed its second and third readings.

Mr. Cherry introduced a bill concerning mortgages of personal estate. This bill provides for putting mortgages of personality on the same footing as mortgages of realty.

Mr. Lane moved to reconsider the vote passed on the Cherokee and Coal Fields Railroad. Mr. Christian moved to lay the motion on the table—rejected; yeas 19, nays 22. The motion to reconsider passed; yeas 20, nays 19.

Mr. Foville offered a resolution that the Clerks and Reporters be furnished with a copy of Professor Emmon's survey of North Carolina.

The bill to charter the Stone Mountain and Deep Gap Road was read; yeas 45, nays 58.

Mr. Wilder introduced a bill to extend the time for holding Superior Courts in Wake County.

Mr. Mills offered a resolution instructing the Judiciary Committee to inquire whether, when this Assembly adjourns, it is expedient to meet again in November next, and report by bill or otherwise.

Mr. S. J. Jones introduced a bill authorizing the Governor to appoint delegates to the Convention in Philadelphia, relating to the completion of the Washington Monument.

The Speaker laid before the Senate a communication from the President of the Cape Fear and Deep River Navigation Company.

The consideration of the Revenue Bill was resumed; some amendments offered, and discussed until the hour of recess.

HOUSE OF COMMONS.—On motion of Mr. Humphrey, a resolution tendering the use of the Commons Hall to Dr. Hawks, on Friday evening, was adopted.

Mr. Siler offered a resolution concerning the Western Turnpike Road.

The following bills were introduced, read, and appropriately referred:

Mr. Marley, a bill to change the time for holding the County Courts in Anson County.

Mr. Holmes, a bill to amend section 70th chapter of the Revised Code, concerning attachments on steamboats, vessels, &c.

The unfinished business being the bill for improving Yepin River, it was taken up. Mr. Cox, of Perquimans, explained the object of the bill. After some debate it was rejected. Yeas 28, nays 64.

Mr. Davidson introduced a bill to authorize the raising of funds by lottery, to build a military academy.

Mr. Reeves' resolution, to expunge from the Journals of the House what is known as the Mexican preamble, was taken up. Mr. Reeves supported his resolution in a very eloquent speech. Mr. Outlaw moved to postpone until the 4th of March. Rejected. Yeas 45, nays 67. A motion to lay on the table was rejected. Yeas 45, nays 58. Mr. Perdue spoke against the resolution, by making some reflections against the Democratic party for introducing it. Mr. Settle made an eloquent and very effective reply, and defended the Democratic party from the aspersions thrown upon it. Mr. Baxter opposed the resolution, and spoke until 12 o'clock, when the special order of the day being called up, an end was put to the debate for the present.

The bill for the improvement of the Trent river navigation was read. Mr. Cox, of Jones, supported the bill. Mr. Humphrey also supported the bill, from his own knowledge of its great importance, and urged the House to pass the bill. After an amendment was accepted from Mr. Penbury, the bill was rejected—Yeas 39, nays 68.

The debate was resumed on Mr. Reeves' resolution, and a variety of amendments offered. A very warm debate ensued, and a strong political speech was made by Mr. Settle. The usual hour of recess was postponed, and the discussion warmly supported. Several amendments, having no relation to the subject under debate, were offered by the Know-Nothing party, and the yeas and nays called upon every division, to state off a decision. A motion made to indefinitely postpone, was rejected. Yeas 36, nays 62. A motion to adjourn is now under discussion. The House seemed to be determined not to separate until the question is decided.

THURSDAY AFTERNOON SESSION.  
SENATE.—The Revenue bill occupied the attention of the Senate the entire afternoon session.

HOUSE OF COMMONS.—The debate on Mr. Reeves' resolution did not conclude until near seven o'clock, when the resolution was adopted as amended by Mr. Settle. The preamble on the original record is surrounded by a black line, by the principal clerk, in the presence of the House. Thus amended, it passed its third reading, and was sent to the Senate.

The House then adjourned.

RALEIGH, Jan. 16, 1857.  
SENATE.—Mr. Christian introduced a bill to incorporate the Cape Fear and Iron Company.

Mr. Fennell, a bill to repeal certain parts of the charter of the Cape Fear Bank.

Mr. Wilder, a bill to incorporate the Citizens' Bank of Raleigh.

Mr. Houston, a bill to incorporate the Kenansville Female Seminary.

On motion of Mr. Coleman, the bill to incorporate the Greenville and French Broad Railroad Company, was made the order of the day for Thursday next.

The following orders of the day were adopted:

The Bank of Goldsboro' on Tuesday next; the Bank of Lincoln on same day.

Mr. A. J. Jones moved the Committee on Constitutional Reform be instructed to report on a bill they have under consideration. Mr. Hill moved to lay the motion on the table. Yeas 30, nays 11.

The Committee then reported a bill which takes the tax from white polls and places it on negroes.—Mr. Jones moved that the report be printed. Yeas 15, nays 22.

The Senate then took up the revenue bill which occupied the remainder of the session.

HOUSE OF COMMONS.—Mr. Mann wished to amend the journal by inserting the name of Louis D. Wilson, instead of Louis D. Henry, which he had inserted by mistake, in his resolution offered yesterday. Mr. Bledsoe objected, as he had voted against the resolution on account of it containing the name of L. D. Henry, and his dissent wish to be recorded as voting against a monument to L. D. Wilson. Mr. Blow stated he had pointed out the mistake at the time, but as the resolution was introduced for the purpose of delay, it ought not to be amended. After some debate, Mr. Holmes moved to lay the motion on the table, adopted—Yeas 52, nays 36.

Mr. Holmes introduced a bill to amend the act incorporating the Bank of Cape Fear.

Mr. Davidson moved to reconsider the vote passing the bill giving Escheats to the Literary board for the benefit of Common Schools, which was rejected yeas 15, nays 96.

A motion by Mr. Reeves to reconsider the vote rejecting the bill for the improvement of Trent river, was rejected.

The order of the day was taken up, being Mr. Shepherd's bill granting aid to the Western Railroad. Mr. Shepherd, (Mr. Badham in the Chair) offered several amendments, the principal of which are, when \$50,000 are expended on the road, an equal sum shall be advanced by the State in bonds. The total cost of the road not to exceed \$900,000, no more than \$600,000 to be invested by the State, except by further legislation. He declined any opposition to the River navigation, and made an able and argumentative appeal in favor of developing the resources of Deep River.

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Government was assured that the present Legislature would give facilities for conveying the mineral resources of Deep River valley to Fayetteville. Mr. Cotten supported the bill, not from inclination, but from the directions of his constituents.

Mr. Ferree was inclined to favor the river improvement in preference to the Railroad.

Mr. Erwin supported the bill to construct the Railroad, as one of which he could not entertain a doubt of success.

Mr. Humphrey moved to amend, by inserting a bill which provides for the extension of the road to Beaufort Harbor. Mr. Shepherd would not accept the amendment of Mr. Humphrey. Mr. Jones supported the amendment of Mr. Erwin. Mr. Erwin was opposed to the amendment, and in favor of the original bill as introduced by Mr. Shepherd. Mr. Erwin spoke until the hour arrived for recess.

America as one of the Great Powers.  
The Journal of Debates of December 23, in an article on the President's Message, signed by S. DeSacy, makes use of the following language:

The political relations between North America and Europe are daily developing themselves. Commerce is the sole cause; but what is the extent of the field which it occupies at this moment, and what subject does it not affect? The American market is a subject which indicates how America penetrates, day by day, deeper into the heart of European questions. The first is the question of the payment of the Sound Dues. Undoubtedly, at the instigation of American ship owners the government of the United States, taking here, contrary to custom, the initiative, made known to Denmark that it did not understand that the merchant flag of the United States was obliged to recognize these dues.

The cabinets of Europe have been compelled, to a greater or less extent, to follow the course of America on this point. In consequence of the policy of the cabinet at Washington, conferences have been held, negotiations have followed, and we are compelled to submit ourselves to the will of America. The sound dues, a feudal institution, for which no proportionate equivalent is returned, but respectable compensation is demanded. So far as Europe is concerned, it will be at the price of a considerable indemnity, but there is reason to believe that the Americans will escape without any indemnity.

The other subject, which has a more general importance, in the abolition of the right of privateering in time of war, as well as a more exact definition of what constitutes a blockade. The Congress of Paris, by which the blockade of the coast of France, by the honor of our age, as we well remember, rallied unanimously upon the principles of maritime right for which France, under the old regime and the first empire, had so urgently insisted. There will be no more letters of marque, and the neutral flag will be respected.

The United States, taking the lead again in this path of progress and security for private property, have demanded that not only shall blockades be declared by the most exact terms, thus doing away with all paper blockades, but that vessels of war shall no longer exercise the right of making reprisals upon commerce. This complete assimilation between war on land and naval warfare, so far as private property is concerned, has received the assent of Russia, and, as we are informed by the message of President Pierce, that of the Emperor of the French, although the official solution of the new problem is not yet taken place. Under the present circumstances, on the question of the sound dues, the American Union, as we see, begins to exercise a remarkable influence on the definite divisions of the European cabinets. In fact it enters thus at once into concert with the powers in a manner most flattering to its self esteem and its reputation, for, as its flatterers will not tell it, its actions seem to imply a right of control; or even a jurisdiction in cases of this kind.

The moment has come when we must ask ourselves if it does not concern the whole world that America should enter into the European system in an open and official manner. It is a great Christian power, whose relations have become inseparably connected with those of Europe, and which virtually fulfills the condition of possessing great military resources on sea and on land. It undoubtedly has distinct interests, which all great nations must take into account, which has no special, well defined interests, with the resources to make them respected, will be, for that very reason, but a satellite to the others. But the American Union is also great and common interests with all of us. On the day on which she took her official place in the Congress of European powers, the peace of the world would have acquired one precious guarantee more, and could be secured against many accidents. For the Americans themselves this would be an incomparable advantage. If, up to this period, they have not entered into those political associations which obtain from time to time in the governments of great civilized states, it has been from causes which have ceased to exist. Formerly the United States were weak, distant, and without exterior influence; at present they are strong, they are no longer isolated, they are becoming more and more by the improved facilities of communication, they are now only a few days distant from us. For themselves, that isolation which might at first glance seem a charming position, is really filled with disadvantages which, at any given moment may turn into dangers.

A TRIUMPH "CONDITION."—Among many indications of a return to wholesome sentiment on the subject of capital punishment in Massachusetts, is a recent communication in the Boston Transcript. Its general aim is sufficiently illustrated in the anecdote with which it concludes:

It was somewhat amused by a pleasant story, reported of one of our worthy citizens, who was requested to sign a petition to save the neck of a convicted murderer. There was nothing in the case to distinguish it from the common average of bloody murders—the proof was clear and positive—the doctors had done their utmost to perplex the court, the jury and themselves, with all manner of madness, and the lawyers had labored in vain to establish the fact of insanity. The common sense of twelve honest jurymen had seen through the professional efforts, and the bloody scoundrel was sentenced to be hung. Then it was that one of those reverend peripatetics, who, in the opinion of some very good and wise men, are great nuisances, applied to my worthy friend for his signature to the petition to save the foul murderer from being hanged, when the following brilliant dialogue ensued:—'I have no objection to sign this petition, on condition that you professional efforts, and the bloody scoundrel was sentenced to be hung. Then it was that one of those reverend peripatetics, who, in the opinion of some very good and wise men, are great nuisances, applied to my worthy friend for his signature to the petition to save the foul murderer from being hanged, when the following brilliant dialogue ensued:—'I have no objection to sign this petition, on condition that you professional efforts, and the bloody scoundrel was sentenced to be hung. 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